(b) the average loss of revenue in Indian Airlines in the peak tourist season in 1992 to 1995 and 1996;

(c) whether a commander of the Indian Airlines flight gets about Rs. 2 lakhs a month; and

(d) the steps taken to inculcate a positive work culture among the pilots?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) The details of cases of mass sick leave by pilots in Winter season between November-February during the last five years are as under:—

Year	Status
1992-93	Nil
1993-94	Nil
1994-95	28.10.94 to 2.11.94
1995-96	30.12.95 only
1996-97	23.1.97 (Night) to 27.1.97

(b) The year-wise details of average loss of traffic revenue due to cases of en-mass sick leave by pilots during the peak winter season from 1992-93 to 1996-97 are as under:—

	(Rs. in lakhs)
Year	Loss of traffic (revenue)
1992-93	Nil
1993-94	Nil
1994-95	165.00
1995-96	3.00
1996-97 (upto 22.2.97)	480.00

(c) Monthly emoluments of a Commander at the minimum of the scale based on 60 hours flying is Rs. 1.59 lakhs and maximum of Rs. 2.08 lakhs.

(d) The recent Settlement signed on 26 1.1996 with the Indian Commercial Pilots Association provides for increased earning directly linked to increased flying.

Facilities provided to the private airlines.

1047. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) which are the facilities and at what nrice the Govemment are providing for the private airlines at the airports;

(b) whether these charges have been raised from time to time considering the escalation in the investments made;

(c) the quantum of money realised against each facility during the last two years;

(d) the quantum of money pending against private airlines during the last two years; and

(e) what efforts are being made to realise the amount?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) Landing, housing and parking facilities and common facilities like space for offices, ticketing/sales counters, check-in counters, back up offices, hanger space, paved area for parking equipments have been provided to the private airlines.

(b) Yes, Sir. The rates are revised whenever necessary.

(c) A sum of Rs. 428,86 crores in 1994-95 and Rs. 486.92 crores in 1995-96 have been realised towards the Landing, parking and Housing facilities, Terminal Nevigation Landing Charges, Route Navigation Facility charges and other facilities.

(d) and (e) An amount of Rs. 15.17 crores in 1994-95 and Rs. 20.72 crores in 1995-96 are due from the private airlines. As these are current dues necessary follow up action is taken for realising the dues.

निजी एयरलाइंस आरंभ करने से सरकार को प्राप्त होने वाली आय

1048. **श्री अजीत जोगी** : क्या निजी एयरलाइन्स आरंभ करने से सरकार को प्राप्त होने वाली आय में वृध्दि हुई है;

(क) क्या निजी एयरलाइन्स आरंभ करने से सरकार को प्राप्त होने वाली आय में वृध्दि हुई है;

(ख) यदि हां, तो विगत दो वर्षो के दौरान सरकारी और निजी क्षेत्र की प्रत्येक एयरलाइन से राष्ट्रीय विमानपत्तन प्राधिकरण और भारतीय अंतराष्ट्रीय विमानपत्तन प्राधिकरण को कितनी-कितनी धनराशि प्राप्त

(ग) गत दो वर्षो के दौरान प्रत्येक विमानपत्तन पर एयर टैक्सी चालकों के लिए किन-किन सुविधाओं और आधारभूत ढ़ांचे का विकास किया गया हैं?

नागर विमानन मंत्री तथा सूचना और प्रसारण मंत्री (श्री सी0एम0 इब्राहिम) : (क) जी, नही ।

(ख) सार्वजनिक तथा निजी क्षेत्र के अधीन पिछले दो वर्षो के दौरान विमान कंपनियों से अर्जित राजस्व निम्न प्रकार है:-

(करोड़ रुपये में)

क्षेत्र	राष्ट्रीय विमानपत्तन प्रभाग		अन्तर्राष्ट्रीय विमानपत्तन प्रभाग	
	1994-95	1995-96	1994-95	1995-96
सार्वजनिक क्षेत्र के अधीन विमान-कम्पनियां	134.12	136.36	107.23	123.94
निजी क्षेत्र के अधीन विमान कंपनियां	61.84	89.73	21.54	30.21

(ग) एयर टैक्सी प्रचालकों को अवतरण आवास संबंधी तथा पार्किंग सुविधाएं और सामान्य सुविधाएं जैसे कार्यालयों के लिए जगह टिकट/बिक्री संबंधी काउंटरी जांच काउंटरों, बैंक अप कार्यालयों, हैंगर स्प्रेस, पार्किंग उपस्करों के लिए पेवड एरिया मुहैया करवाया गया है । तथापि, विभिन्न हवाई अड्डों पर गैर-सरकारी विमान-कंपनियों की आवश्यकताओं को पूरा करने के लिए विधमान हवाई अड्डा सुविधाओं में संभव सीमा तक विस्तार किया गया है ।

Losses to Indian Airlines

1049. SHRI K.M. SAIFULLAH; Will the Minister of CIVIL AVIATION be pleased to state:

(a) the losses incurred by the Indian Airlines on routes operated in view of social obligations;

(b) the sector-wise details of losses during the last three years, year-wise; and

(c) the measures proposed to compensate the losses?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): on routes operated in view of social obligations is Rs. 67.63 crores for the year 1995-96.

(b) The sector-wise details of losses during the last three years are given in the Statement (See below)

(c) A Committee of experts was constituted to make a comprehensive examination of the reasons for losses and proposes trategy for, turning around Indian Airlines in the context of competitive market environment. This Committee has since submitted its report. Since the recommen-dations of this Committee involves a large amount of financial implications, the matter has been taken up with the Ministry of Financ and Planning Commission.

Statement

INDIAN AIRLINES LIMITED

Details of Traditionally Loss Making Routes in 1993-94

(Rs. in Lakhs)

S. No.	Sector	Sur/Def Over Total Cost
1.	Calcutta-Dibrugarh	-496.89
2.	Calcutta-Guwahati-Silchar	-9.10
3.	Guwahati-Imphal	-60.30
4.	Calcutta-Guwahati	-19.49
5.	Calcutta-Tezpur-Jorhat-Dibrugarh	-198.14
6.	Calcutta-Guwahati	-602.62
7.	Calcutta-Agartala	-3.35
8.	Calcutta-Silchar	-73.90
9.	Calcutta-Imphal	-258.34
10.	Calcutta-Silchar-Imphal-Dimapur	-17.28
11.	Calcutta-Guwahati-Dimapur	-183.27
12.	Calcutta-Imphal	-87.92
13.	Delhi-Bagdogra-Guwahati-Dimapur	-3.99
14.	Calcutta-Guwahati	-403.65
15.	Calcutta-Agartala	-798.72
16.	Calcutta-Agartala	-695.88
17.	Delhi-Bagdogra-Guwahati-Delhi	-725.35